

The Hongkong Telegraph.

No. 411.

WEDNESDAY, MAY 23, 1883.

SIX DOLLARS
PER QUARTER.

For Sale.

CHEAP STATIONERY.

LANE, CRAWFORD & Co.
ARE NOW SHOWING A PARCEL OF
CHEAP STATIONERY.
MACHINE AND HAND MADE
FOOLSCAP, LETTER & NOTE PAPERS.
CHEAP PRIVATE
AND
COMMERCIAL ENVELOPES.
BLOTTING PAPER.
SCRIBBLING AND MEMORANDUM.
BLOCKS.
OFFICE SUNDRIES OF ALL KINDS.
LANE, CRAWFORD & Co.
Hongkong, 11th May, 1883. [340]

Insurances.

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
OF UNDERWRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN
SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [457]

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
LIMITED.

CAPITAL TAELS 600,000, EQUAL \$333,333-33.
RESERVE FUND.....\$70,858-27.

BOARD OF DIRECTORS.

LEE SING, Esq. LEE YAT LAU, Esq.
LO YEOK MOON, Esq. CHU CHIK NUNG, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [601]

NATIONAL MARINE INSURANCE
ASSOCIATION, LIMITED.

THE Undersigned as AGENTS for the above
are prepared to accept RISKS on MER-
CHANDISE by STEAMERS and SAILING VESSELS
from Hongkong, China, and Japan to all parts
of the world.

For further information apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 18th May, 1883. [393]

YANGTZE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up).....Ta. 420,000-00
PERMANENT RESERVE.....Ta. 230,000-00
SPECIAL RESERVE FUND.....Ta. 290,553-95

TOTAL CAPITAL and
ACCUMULATIONS, 8th
May, 1882.....Ta. 940,553-95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.
J. H. PINCKVOSS, Esq. W. M. MEYER, Esq.
A. J. M. INVERARITY, Esq. G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARRING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all
parts of the World.

Subject to a charge of 12 per cent for interest
on Shareholders' Capital, all the PROFITS of the
Underwriting Business are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 23rd January, 1883. [83]

GUEDES & CO.

PRINTERS, STATIONERS, AND
BOOKBINDERS.

D'AGUILAR STREET.

EVERY KIND OF WORK EXECUTED WITH
ACCURACY, NEATNESS, AND DESPATCH.

VERY MODERATE TERMS.

SELECTED MATERIALS FOR
MARKET REPORTS.

Book-binding and Rolling in every style executed
at low rates. Workmanship Guaranteed.

Hongkong, 23rd August, 1882. [14]

Auctions.

PUBLIC AUCTION OF HOUSEHOLD FURNITURE, &c., &c., &c.

THE Undersigned has received instructions
to Sell by Public Auction, on

FRIDAY,

the 25th May, 1883, at TWO O'CLOCK P.M., at the
Residence of Messrs. DEETJEN & Co.,
No. 7, Garden Road,—

THE ENTIRE
HOUSEHOLD FURNITURE,

Comprising:—
DRAWING-ROOM SUITE, CARPETS,
TABLES, MIRRORS, PICTURES, CUR-
TAINS, &c., &c.

DINING-ROOM FURNITURE,—GLASS,
CROCKERY WARE, &c., &c.

BED-ROOM FURNITURE,—WARD-
ROBES, WASHING STANDS, DRESSING
TABLES, BEDSTEADS, &c.

SHANGHAI BATHS, &c., &c.

Catalogues will be issued previous to the Sale,
and the above will be on view on THURSDAY
AFTERNOON.

TERMS OF SALE—As customary.

G. R. LAMMERT,
Auctioneer.

Hongkong, 19th May, 1883. [397]

Notices of Firms.

NOTICE.

HONGKONG AND CHINA GAS COMPANY,
LIMITED.

MR. H. R. H. MARTIN, has been ap-
pointed MANAGER of the above Com-
pany and takes charge from this date.

(Signed) P. RYRIE,
Chairman Local Committee.

Hongkong, 15th May, 1883. [384]

NOTICE.

MR. JEHN ROSSELET is AUTHORISED
to Sign Our Name per procuration from
this date.

J. ULLMANN & Co.

Hongkong, 16th May, 1883. [389]

To be Let.

TO LET.

No. 4, OLD BAILEY STREET,
No. 6, QUEEN'S ROAD CENTRAL,
lately occupied by PACIFIC MAIL STEAMSHIP
COMPANY.

No. 7, GARDEN ROAD (at present occupied
by Messrs. DEETJEN & Co., and will be vacant
on the 30th June next).

No. 25A, PRAYA CENTRAL.

Apply to
DAVID SASSOON, SONS & Co.,

Hongkong, 10th April, 1883. [7]

TO LET.

A TWO STOREY HOUSE (6 Rooms)
with GARDEN, in Mosque Junction. The
above has Gas and Water laid on; and im-
mediate possession can be had.

For Particulars apply to
D. NOWROJEE,
Hongkong Hotel.

Hongkong, 6th April, 1883. [18]

TO LET.

FOR ONE YEAR from June next, the New
BUNGALOW at the PEAK on R. B. Lot
20, now roofed in and nearly completed, the
property of Mr. J. ENSTON SQUIER.

For all information, apply to
BIRD & PALMER.

Queen's Road,
Hongkong, 19th April, 1883. [307]

TO LET.

A SMALL DWELLING HOUSE at No. 3,
Upper Ladder Street Terrace, Four Com-
modious and well Ventilated Rooms, with a large
Bath Room and Kitchen attached. Water laid
on. The House commands a full view of the
harbour. Rent \$15 per Month.

Apply on
THE PREMISES.

Hongkong, 15th May, 1883. [385]

For Sale.

FOR SALE.

THE American Bark
"JOHN WORSTER,"

Built at Medford, Mass., in 1867, as she now lies
in Hongkong Harbour, with all her SPARS,
SAILS, STORES, &c., &c.

For Particulars, apply to
RUSSELL & Co.,
Agents.

Hongkong, 19th May, 1883. [395]

FOR SALE.

EX STEAMSHIP "LAERTES."

A CONSIGNMENT OF HOCKING'S
PATENT FRESH WATER
CONDENSERS.

THE BEST & CHEAPEST EVER MADE.

Capable of Condensing Three Thousand
Gallons per day.

Apply to
G. FENWICK & Co.,
Victoria Foundry.

Hongkong, 25th April, 1883. [328]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUART.....\$22 per Case.
PINT.....\$23 per Case.

Apply to
MELCHERS & Co.

Hongkong, and March, 1882. [8]

FOR SALE CHEAP.

SEVERAL GOOD PONIES suitable for
Hack, Carriage Ponies or Jumpers.

Apply to
R. FRASER SMITH,
Hongkong Telegraph Office.

Hongkong, 3rd March, 1883.

Intimations.

ARRIVED

EX S.S. "GLENARTNEY."

A LARGE ASSORTMENT

OF

LADIES' FASHIONABLE

STRAW HATS AND BONNETS.

ALSO,

CHILDREN'S AND GENTLEMEN'S

STRAW HATS.

ROSE & CO.

31 AND 33, QUEEN'S ROAD CENTRAL.

Hongkong, 7th May, 1883. [360]

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

NEW SPRING GOODS.

EX S.S. "GLENCOE."

WHITE DRESS MATERIALS.
CREAM DRESS MATERIALS.
NUNS' VEILINGS in every Color.
SUMMER BEIGES in every Color.
GALATEAS for Boys' Washing Suits.
WHITE INDIA MUSLINS.
MULL CORD MUSLINS.
WHITE VICTORIA LANS.
BLACK and COLORED SUNSHADES.
LADIES' PATENT LEATHER SLIPPERS.
LADIES' & CHILDREN'S BOOTS & SHOES.

EX S.S. "GLENOGLE."

New Patterns in POMPADOUR SATEENS.
Plain Colored SATEENS in every Shade.
FRENCH PERCALES in every Pattern.
Specialties in ZEPHYR CHECKS.
CANVAS CORSETS for Summer Wear.
SUMMER PAJAMAH FLANNELS.
Novelties in LADIES' SILK UMBRELLAS.
Trimmed and Untrimmed HATS & BONNETS.
A Choice Selection of FLOWERS.
OSTRICH TIPS & FLATS in Light Colours.
INKSTANDS in Great Variety.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 4th April, 1883. [249]

KELLY & WALSH'S

SELECTED LIST OF CHEAP AND
LIGHT LITERATURE.

25 CENTS EACH.

John Inglesant.....J. H. Shorthouse.
The Interpreter.....Whitely Melville.
An Old Fogey.....Max Adler.
So they were Married.....Besant and Rice.
Harry Joscelyn.....Mrs. Oliphant.
For her dear Sake.....Mary Cecil Hay.
High Spirits.....James Payn.
Reminiscences of Thomas Carlyle.....
It was a lover and his lass.....Mrs. Oliphant.
The Wreck of the "Grovesnor".....W. C. Russell.
To Day in America.....Joseph Estlin.
The Fatal Boots.....W. M. Thackeray.
Bab Ballads.....W. S. Gilbert.
A Christmas Carol.....Chas. Dickens.
The Art of Eloquence.....A. H. Miles.
Selected Essays of Thomas Carlyle.....
Readings of Charles Dickens, arranged by
himself.....Illustrated.
Don Quixote (2 parts).....Illustrated.
Gulliver's Travels.....Illustrated.
Ministering Children.....Mrs. Charlesworth.
Random Shots in search of a Husband.....
Miss Slummers in search of a Husband.....
For Cash only.....Jas. Payn.

The Beautiful Wretch.....Wm. Black.
Shandon Bells.....Wm. Black.
An Ocean Free Lance.....W. Clark Russell.
Asphodel.....Miss Braddon.
Early History of Charles James Fox.....
Paul and Virginia.....240 Illustrations.
An old Maid's Diary.....Lady Brassey.
Voyage in the Sunbeam.....Lady Brassey.
A Ride to Khiva.....Captain Burnaby.
Masterman Ready.....Captain Maryatt.
Realities of Irish Life.....W. Stuart Trench.
Romance of the 19th Century.....W. H. Mallock.
Less black than we're painted.....J. Payn.
The Black Robe.....Wilkie Collins.
A Hero of the Pen.....David Christie Murray.
Coals of Fire.....David Christie Murray.
Poor Miss Finch.....Wilkie Collins.
Hard Cash.....Chas. Reade.
Coningsby.....Disraeli.
Witch Stories.....Mrs. Lynn Linton.
The Pirate.....Sir Walter Scott.
Robert Falconer.....George MacDonald.
The Blunders of a Dashing Man.....

VIOLIN MUSIC WITH PIANO ACCOMPANIMENT.

Home Sweet Home.....Henry Farmer.
The Keel Row.....Henry Farmer.
Swiss Air and Gentle Zitiella.....do.
Souds of Joyful (Sonnambula).....do.
Life let us Cherish.....do.
Les Cloches de Comeville.....do.
The Minister Boy.....G. Jacobl.

A LARGE SELECTION OF OPERATIC GEMS, CLASSICAL AND DANCE MUSIC

ARRANGED FOR THE VIOLIN AND PIANO

KELLY & WALSH—HONGKONG.

Hongkong, 19th May, 1883. [560]

W. BREWER.

HAS JUST RECEIVED.

THE FOLLOWING POPULAR BRANDS OF
TOBACCO'S.

OLD JUDGE.

VANITY FAIR.

SWEET CAPORAL.

VETERAN.

BRIGHT VIRGINIA.

BIRD'S EYE.

COCK ROBIN.

UGLY CUT.

SHAG CUT.

PERIQUE MIXTURE.

TURKISH MIXTURE.

TRIPLE ALLIANCE.

CAPORAL.

ALSO,

A LARGE STOCK OF BRIAR WOOD PIPES MEERCHAUM CIGAR AND CIGARETTE

HOLDERS, TOBACCO POUCHES AND SMOKERS' SUNDRIES.

W. BREWER,

QUEEN'S ROAD.

Hongkong, 12th May, 1883. [703]

G. FALCONER & CO.

WATCH AND CHRONOMETER

MANUFACTURERS

AND

JEWELLERS.

NAUTICAL INSTRUMENTS

CHARTS AND BOOKS.

No. 44, QUEEN'S ROAD CENTRAL. [434]

HONGKONG TIMBER

YARD, WANCHAI.

ORCON PINE SPARS AND LUMBER

ALWAYS ON HAND.

L. MALLORY,

Proprietor.

Hongkong, 24th June, 1881. [499]

Intimations.

SEALED TENDERS will be received by the
Undersigned at or before 4 O'CLOCK P.M.
of THURSDAY, the 5th July next, for the
SUPPLY of 2,600 Tons of TAKASIMA COAL,
deliverable at the NAVAL COAL DEPOT, Kowloon,
subject to Conditions in the Form of Tender
which can be obtained on application to the
NAVAL STOREKEEPER'S OFFICE.

The right to reject the lowest or any Tender
is reserved.

WILLIAM HYNES,
Acting Storekeeper.

H.M. NAVAL YARD,
Hongkong, 22nd May, 1883. [399]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS of TWENTY
per cent. upon Contributions for the year
1882 has this day been DECLARED.

WARRANTS may be had on Application at
the Office of the Society on and after the 21st
instant.

By Order of the Board,
DOUGLAS JONES,
Acting Secretary.

Hongkong, 7th May, 1883. [400]

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING of
the CHINA TRADERS' INSURANCE COMPANY,
LIMITED, will be held at the Head Office,
Victoria, Hongkong, on TUESDAY, the 12th
day of June, 1883, at THREE O'CLOCK, in the
AFTERNOON, when Resolutions will be proposed
for the Subdivision of Shares and the Increase of
Capital, and for such Amendments, and Addi-
tions to the Articles of Association as may be
necessary for that purpose, also for Amendments
and Additions to the Existing Articles of Association
making provision as to Transfer and Trans-
mission, Cancellation and Recallment of Shares,
Meeting of Shareholders, voting power of Share-
holders, Investment of Funds, Constitution of
Board of Directors, Appointment and Powers of
Agents and Committees, and Interim Division of
Profits.

A Copy of the Proposed Resolutions can be
seen by any Shareholder at the Company's offices
in Victoria before the date appointed for the
holding of the said Meeting.

Should the Resolutions be passed by the re-
quired majority they will be submitted for con-
firmation as Special Resolutions to a Second
Extraordinary Meeting which will be subse-
quently convened.

By Order of the Board,
W. H. RAY,
Secretary.

Hongkong, 21st May, 1883. [398]

HONGKONG HOTEL COMPANY,
LIMITED.

THE DIRECTORS are now prepared to
receive TENDERS from suitable persons
for a term of FIVE YEARS, for the lease of the
HONGKONG HOTEL, with FURNITURE com-
plete.

The Building (together with a powerful pas-
senger lift) will comprise after the proposed
alterations and additions have been completed,
viz:—

THE BASEMENT.

Two Grand Entrances from Pedder's Street
and Queen's Road. Bar, Billiard, Reading and
Smoking Rooms with separate Entrance from
Pedder's Street.

A handsomely fitted up Ladies' Room, for the
use of visitors and others.

Managers' and General Offices, Kitchens,
Store Rooms, &c., &c., &c.

FIRST FLOOR.

A Public Dining Room capable of dining up-
wards of 170 persons at the same time.

ONE LARGE BREAKFAST ROOM.

FIVE elegant and beautifully fitted up suite of
ROOMS, consisting of a Private DINING
ROOM, DRAWING ROOM, CARD
ROOM, READING ROOM, and
BILLIARD ROOM.

TEN Bed Rooms with a Bathroom to each.

SECOND AND THIRD FLOORS

Have each 25 lofty, well ventilated and lighted
Bed Rooms, opening on to large Verandahs with a
commodious Bath Room for each room.

All the Passages and Corridors throughout the
premises are wide and well lighted, most of the
furniture will be new and made expressly for the
climate.

The special attention of Hotel Keepers and
others is drawn to the unusual advantages
offered.

Tenders to state sum per annum, and to
include taxes. No Tender under \$3,500 per
month will be entertained by the Directors.

Hongkong, 16th April, 1883. [292]

LOST.

ON WEDNESDAY AFTERNOON between
Murray Pier and Government House,
A GOLD LOCKET, with MONOGRAM and
CREST.

The Finder will be REWARDED, if necessary,
on RETURNING the same to the
"HONGKONG TELEGRAPH" OFFICE.

SHANGHAI.

(FROM AN OCCASIONAL CORRESPONDENT.)

May 17th, 1883.

Since my last letter to you, very little of importance has taken place; in fact, we are now in a state of transition, the winter season with all its wonted gaieties is nearly over and the summer with its listless weary nights, and trying heat, is close upon us. The weather during the past week, however, has been anything but seasonable; heavy downpours of rain, strong winds and thick fogs. But perhaps the phenomenon may be accounted for by the circumstance that the Spring Prize Meeting of the S.V.C. is in progress. I know not why it is but a singular fatality has always attended our citizen army. No matter how fine the weather may have previously been or how little prospect of rain, let the Commandant issue an order for a general parade and down it comes as if some modern Noah had built or chartered an ark in which to escape a second deluge. I see by the papers that an ingenious American has invented an apparatus for bringing down a shower of rain whenever it is wanted. However useful the machine may be in other parts of the world it is quite unnecessary here; the Commandant can cause rain to fall both on the just and the unjust by a simple order.

One of the most interesting events of the spring season during the past eight years has been the annual flower show. Owing to the absence of the lady who has acted as honorary secretary, and the unfavourable weather we have been having, it was feared that we should be deprived of the pleasure this year. The matter has at length been taken in hand by a committee of ladies, and the show will take place on the 21st and 22nd inst.

The Spring Regatta of the Rowing Club will be held on Saturday. There are a fair number of entries and a pleasant day's sport is anticipated. It is to be hoped that the weather will be more favourable than it was last year when it rained as if it had never rained before. A land and water, and an all-comers' race had to be abandoned; the former, because there was so much water and so little land that it would have been rough on the competitors and the latter because the all-comers never came. With the exception of those who had entered for the several events not a soul turned up at the boat-house, save the representatives of the press.

The members of our Amateur Dramatic Club will give their last performance for the season on the 29th inst.; the programme will consist of the well known farce "Id On Paris Français" and an eccentricity by W. S. Gilbert of *Pinafore* fame, entitled *The Wedding March*. Four ladies, including the talented Mrs. F. Foster, are taking part and a crowded house is confidently expected.

His Highness the Maharajah of Johore arrived here by the last French mail steamer and left yesterday for Kobe by the steamship *Ginkai Maru*. During his stay in the Settlement, beyond exchanges of visits between himself and the foreign consuls, no particular notice was taken of him. Neither do I know why there should have been, notwithstanding the compliments that were paid him in Hongkong by the military and civil service officials and the grovelling flunkeyism of one of your local contemporaries. I was very glad to see that you lavished no such on him. He is immensely popular in the Straits, and so might you or I, if we had the means to do as he does. A liberal dispensation of knife and fork hospitality goes a great way towards winning the goodwill of many of our countrymen and the ruler of Johore acts accordingly and keeps open house at Tyersall.

At Tyersall, his friend, friend, friend and ally of Great Britain he may be, because it suits his interest to be so; but that does not alter the fact of his being a usurper. Johore is not by succession, though it does not do to enquire too closely as to how his ancestors acquired possession of the territory. But Muar by every right, both human and divine, belongs to another. How in 1877 General Anson, then Administrator of the Straits Government, most unjustly deprived Tunku Alam, the rightful heir to the Sultanate of Muar, of his high right and made a present of it to the Maharajah, how the "arrangement," as it was euphemistically called, was mildly praised by one Colonial Secretary of State and flatly condemned by another, though either would not or could not alter it, how the unrighteous act excited the strongest indignation amongst the people of Malaydom and the Straits community generally are now matters of history. Nor was the Maharajah as guiltless as he appeared to be. Some people were inclined to urge in his behalf that he was not responsible for the acts of General Anson and had a perfect right to benefit by them. That is all very well as far as it goes, but the fact remains that the Maharajah had long been touting for the possession of Muar and there is only too much reason to believe that the death of Sultan Ali was eagerly welcomed by both him and General Anson as a pretext for carrying out their plan of annexation. One of your contemporaries greatly criticises the services rendered by the Maharajah in the murder of Mr. Birch to justice. The "services" consisted of an act of treachery which is simply revolting to all right thinking men. The Maharajah Lela and Pandat Indote were urgently "wanted" by the Straits Government. To hunt them up and arrest them in the wilds of Perak would be like looking for a needle in a bundle of hay. The ruler of Johore played the part of detective by hypocritically inviting the "wanted" men to Johore on a friendly visit and then quietly handed them over to the Straits authorities, first assuring them that no harm would befall them, though he knew they would be tried on a charge of murder and would certainly be hanged, which fate subsequently befell them. This is the man who is loudly praised for his good services and hospitality, who has been laden with medals and decorations and for whom salutes are fired and guards of honour paraded, and at whose approach the doors of royal and vice-royal palaces are gladly opened. *Chacun a son rôle* and the Maharajah has never been an admirer of the Maharajah.

Your contemporary, the *Sydney Bulletin*, from whom you often give some very readable extracts, speaks in mind pretty freely and is not afraid to call things by their right names, but he rather overdoes it occasionally. His paragraphs on snuff-busters and religious newspapers defeat their object. I have no admiration for tub-thumpers of the Moody and Sankey and "General" Booth type, and am fully convinced that whatever good they may effect is of a very transitory nature; but abusive epithets are not arguments and will not have the effect of stopping their mouths. Indeed it is scarcely worth while wasting any arguments on them as in the long run they refute themselves. We have a religious newspaper here, but it is very harmless and cannot materially increase the incomes of its promoters. So far it has been conducted very respectably and has not been a means of stirring up the *religious* *theological*. Should it hereafter do so its contributors will probably give it a piece of their minds.

So much for the present. I will write again next week, if there should be any news worth communicating.

THE NECESSITY OF CONSTRUCTING SHIPS IN JAPAN.

(Translated from the *T'iji Shimpō*.)

Japan is surrounded by seas on every side, and it is absolutely necessary for her to provide vessels both for her commerce and defence. The existence of the Mitsui Bishi Co. and the recent formation of the Union Shipping Co. will undoubtedly facilitate transportation over the inland and foreign seas. So far, our Government have taken measures to protect the Empire by increasing the Navy with men-of-war purchased or contracted for abroad. Yet, when we see by what means the number of our ships has been increased, we cannot help but feel sorry that most of them have been purchased in foreign countries and not constructed in Japan. It is true that the vessels of the present day differ in construction from those of the olden time, in so far as strength and the complicated manner of building them are concerned. The ships of to-day look like strong castles provided with wings by which they are enabled to fly across the ocean at pleasure. One of the most remarkable features of Japan is that the progress of civilization has been so rapid that the art of ship-building has improved wonderfully during the last few years, and those ships constructed in the first year of Meiji (1868) are entirely out of date now. As we, however, are inferior to Europeans in this art, we cannot yet compete with them. This statement may be justified by referring to the fact, that even the ships which are absolutely indispensable for the maintenance of our country are built by aliens, without whose assistance we are still unable to carry on the industry. What a deplorable thing this is!

Yet shall we be content to be always dependent on foreign assistance? Ship-builders in our country are likely to lose for ever the opportunity of acquiring skill in their art, and it may possibly happen that in the 50th year of Meiji they will find that they have not made the slightest progress, or in other words, they may not show any improvement on the work they turned out in the 10th year of Meiji (1867).

Therefore in spite of the obstacles that are at present thrown in our way, the shipbuilding industry ought to be stimulated to such an extent that all vessels, no matter how many, that hoist the flag of the Rising Sun—be they large or small—can be constructed by native builders.

The requisites for ship-building are iron and timber. Our people in the old days found iron in the interior and thought there was an abundance of it, but now experience has shown that it does not exist in such quantities as was supposed. The Kamaishi mine in Kikuchiu was supposed to be an inexhaustible source, sufficient to supply the wants of the people through all generations, no matter how much they might increase as civilization progressed. To our great disappointment, however, the mine has been abandoned, as the out-turn does not pay for the labour; and consequently a railway extending for many miles, stands conspicuously on the mountain side as a monument showing that millions of yen have been fruitlessly spent for the exploitation of the mine.

Indeed, to view this scene is enough to excite the deepest sorrow in the minds of our fellow-countrymen. As, however, Kamaishi is not likely to be the only place in the eighty provinces where iron is to be found, it is possible that later on we may discover a mine that will give us the iron we desire. But if we find out for certain that no such mine exists, we shall be placed in a most unfortunate position. As our ill-fortune cannot be averted by human power, we must try to alleviate it by getting our supplies from foreign countries, so as to be enabled to build our own ships. There is no reason why we should abandon the industry, even if we cannot produce any of the materials in this country. Leaving the question of iron, whether the statement is true that there is none suitable in Japan, and that therefore it must be procured from abroad, or whether there is an abundance of the metal, we have still to consider the supply of timber, which is another of the principal requisites in shipbuilding. Japan abounds in timber, and although in most of the South-western provinces, which are not mountainous, the timber is not of the best quality, still this can be supplied from Tosando, or Hokkaido, where trees of excellent quality and of great size grow so abundantly that the supply cannot be exhausted. We have frequently heard, that as the mountain forests in the north have not been touched by man for several hundreds of years, the trees have been allowed to fall to the ground and decay. Notwithstanding the timber is so plentiful in Japan, it is frequently imported from America for shipbuilding. We have always regretted this. It is simply owing to the want of means for transportation that the superabundance of the forests of Tosando and Hokkaido has not been used for the construction of our vessels. Should this be remedied, not only will the trees not be allowed to decay, but several thousands of ships can be constructed, so that Japan may acquire the reputation of having taken the best course to reach a high degree of civilization. These considerations often lead us to ponder on the necessity of laying railways through the most important parts of the Empire, and one reason should be an extension of our maritime power. Although it is undeniable that a railway is necessary for the perfection of the scheme, still, we cannot delay our shipbuilding till it is constructed. In the construction of ships, green wood must be avoided as far as possible, and the older the timber the better it is. Prior to the construction of the railway, therefore, trees should be felled in the forests of Tosando, Hokkaido, and other parts of the Empire, so that they may be seasoned and fit for use by the time the line is laid. Even supposing that for some years railways be not run in the locality where the timber is produced, it is not likely to decay, but will improve in quality year by year. We hope that simultaneously with the resolution to encourage the art of shipbuilding, measures will be taken to fell timber in various parts of the kingdom (no matter whether the means of transport are ready or not), so that when new roads are opened up there will be an abundant supply of well-seasoned timber ready for the construction of ships.—*Japan Daily Mail*.

MAILS EXPECTED.

THE AMERICAN MAIL.
The O. & O. S. Co.'s steamer *Oceanic*, with the next American mail, left Yokohama for this port on the 19th instant, and is due here on the 25th.

The O. & O. Co.'s steamer *Capitol*, with the succeeding American mail, left San Francisco on the 5th instant, and may be expected here on or about the 4th proximo.

STEAMERS EXPECTED.

The Ben Line steamer *Bavenna* left Singapore on the 20th instant, and is expected here on the 26th.

The steamer *Glamis Castle*, from Antwerp, left Singapore for this port on the 21st instant, and is due here on the 27th.

The steamer *Radnorshire*, from London, left Singapore for this port on the 21st instant, and may be expected here on the 27th.

The O. & O. Co.'s steamer *Stander* left Singapore on the evening of the 21st instant, and is due here on the 28th.

REDUCTION IN CABLE CHARGES TO EUROPE.

Rumour has it that one of the two Cable Companies of this place has lately adopted most energetic steps in order to retain, as far as possible, the support of some of its best constituents, and that private contracts at very reduced rates have been entered into already. Is it the Danish or the English company? That a reduction in the rates was sure to come about with competition no one ever questioned; but it was generally supposed that a reduced scale of charges could be arrived at by the competing companies, and that the same would be published at no distant date for the edification and to the advantage of the general public. Telegraph Companies are public companies, and as such have no right to quote lower rates to one section of their supporters than to another; in fact such an action amounts to a serious breach of faith with the public (on whose support alone they live, and move, and have their being) and the only way for the public to retort and punish such conduct is to withdraw their custom, if they can. Several days ago we said that as soon as the Eastern Extension line is in full swing and the Chinese have completed their Tientsin-Kiaochow line, across Mongolia, then the Danish (Great Northern) Company will necessarily cease to exist.

Some argue that the Danish company at present holds the pre-emptive right over the *shortest route to Europe*. We will allow this for the sake of argument, and then ask; how long then will this be the case? The pro-Danish answer would be naturally to the following effect:—The Danes have for many years yet the northern route by contract with the Russian Government. Even should the Chinese build their Tientsin-Kiaochow line the Great Northern Company could not be effected by it in any way, for allowing that the English Company had the exclusive right of using it, no merchants would think of sending their messages on the Chinese line. This is the best answer the pro-Danish supporters could give, and would look well at first sight, but the sequel to it proves that there is nothing at all in it. That the majority of merchants will send messages by the shortest and cheapest route when guaranteed by a company like the Eastern Extension, even though the message passes over 4,000 li of Chinese owned line, there can be no doubt whatever. Is it any worse for messages to pass over 4,000 li of Chinese line guaranteed by an English Company, than to pass along 21,000 li of Russian land lines guaranteed by a Danish Company? We leave this question for the public to decide.—*Shanghai Mercury*.

To-day's Advertisements.

THEATRE ROYAL.

CITY HALL, HONGKONG.

LESSEE AND MANAGER.....E. S. WOLFE.

STAGE MANAGER.....W. HARLAND.

LEADER OF ORCHESTRA.....J. NEIHOF.

CONDUCTOR.....R. THORNE.

TO-MORROW EVENING,

THURSDAY, the 24th May.

THE
M A S T R O D O N
S T A R
M I N S T R E L S.

FOR THE FIRST TIME IN HONGKONG.

THE SIDE SPLITTING BURLESQUE

ON

GILBERT AND SULLIVAN H.M.S. "PINAFORE"

ENTITLED

PIN-A-4 (in Black).

See future Advertisements for Cast of Characters.

Doors Open for Sale of Tickets at 8.30.

Performance will commence at 9 o'clock

Sharp.

M. J. ABRAHAMS,

Agent.

Hongkong, 21st May, 1883. [394]

NOTICE.

THE ANNUAL GENERAL MEETING of the VICTORIA RECREATION CLUB will be held on THURSDAY, the 31st May, at 10 P.M. at the BATH HOUSE.

(Signed) J. H. STEWART LOCKHART, Hon. Secretary.

Hongkong, 23rd May, 1883. [404]

TO LET, FURNISHED, during the Summer Months, "FOREST LODGE," CAINE ROAD. (Possession early in June.)

Apply to DR. ADAMS,

18, Queen's Road Central, Hongkong, 23rd May, 1883. [405]

To-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"JORGE JUAN."

Captain Thebaud, will be despatched for the above Port, on SATURDAY, the 26th instant, at FIVE P.M.

For Freight or Passage, apply to RUSSELL & Co. General Managers.

Hongkong, 23rd May, 1883. [401]

FOR NEW YORK.

THE American Bark

"ROBERT PORTER."

Nichols, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 23rd May, 1883. [402]

FOR SAN FRANCISCO.

THE 3/3 L.I. American Ship

"GREAT ADMIRAL."

Thompson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 23rd May, 1883. [403]

Intimations.

CHEONG WO, TAILOR, DRAPER, AND

GENERAL OUTFITTER.

BEST Materials and a Perfect Fit Guaranteed at MODERATE PRICES.

DEALER IN CHINESE SILK OF ALL KINDS, PITH HATS, BAMBOO BLINDS, &c., &c.

WHOLESALE MANUFACTURE OF SILK COATS AND OTHER GARMENTS FOR EXPORTATION.

N.B.—Note the address.

No. 66, QUEEN'S ROAD CENTRAL.

SIXTH DOOR WEST FROM POTTINGER STREET.

Hongkong, 19th May, 1883. [396]

A H O Y.

HOY LEE.

MERCHANT TAILOR, HAT, & CAP MAKER.

HAS for Sale, every description of Gentlemen's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds. Bamboo Blinds, Matings of own Manufacture. China Teapots in bamboo covers, Rattan Chairs, Silk Coats a Specialty, a perfect fit and best material guaranteed.

No. 112, QUEEN'S ROAD CENTRAL.

Hongkong, 16th May, 1883. [388]

NOTICE.

THE Public are respectfully informed that the Undersigned has been trading at the under-mentioned premises for the past 38 years as TAILOR, DRAPER, and GENERAL OUTFITTER. He has no connection whatever with any other firm trading under a similar name or style, and takes this opportunity of informing his old customers that their orders will receive the same careful attention in the future that has been given to them in the past. By supplying the Best Materials and Workmanship at MODERATE PRICES, and by promptly attending to all orders entrusted to his charge, he hopes to be favored with the patronage of his old customers and the Public generally.

N.B.—Note the address.

NAM SING,

No. 84, Queen's Road Central,

Opposite the Central Market.

Hongkong, 25th April, 1883. [325]

NOTICE.

THE Undersigned begs to inform the Ladies and Gentlemen of the Foreign Community, that he has resigned his Partnership in the "NAM-SING TAILOR SHOP" and has Purchased an Interest in the "SZE HING LOONG SHOP," No. 100, Queen's Road Central, carrying on the Business of TAILORS, OUTFITTERS, and GENERAL MERCHANTS. He hopes by strict attention to Business and Selling the Best Class of Goods at Moderate Prices to receive a share of the patronage so liberally bestowed on him in the past.

AH NAM,

Late (stout) Partner in the "NAM-SING Tailor Shop."

Hongkong, 16th April, 1883. [290]

CHIE N A M.

GOLD AND SILVERSMITH, WATCH-MAKER, AND

ENGRAVER.

WATCHES CLEANED AND REPAIRED ON MODERATE TERMS.

JEWELLERY MADE AND REPAIRED.

No. 74, WELLINGTON STREET, HONGKONG.

Hongkong, 6th April, 1883. [318]

"WAI SAN YAT P.O."

A CHINESE DAILY NEWSPAPER with a wide circulation in the Colony and at the other Ports, at the Moderate Subscription of FOUR DOLLARS per Annum. It is an excellent medium for ADVERTISERS at Strictly Moderate Charges. Guaranteed circulation of over 1,000 Copies. Communications to be addressed to the Proprietor,

LUK KE SHUN,

No. 9, Gough Street.

Hongkong, 10th February, 1883. [333]

Y E U Q U A

SHIP, PORTRAIT, AND MINIATURE PHOTOGRAPHIC VIEWS.

LANDSCAPE IN OIL AND WATER COLORS. All Work Executed by First-Class Artists.

IVORY MINIATURES A SPECIALITY.

SATISFACTION GUARANTEED.

No. 52, C, QUEEN'S ROAD CENTRAL, UPSTAIRS, HONG KONG.

Hongkong, 14th April, 1883. [316]

Intimations.

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

KAISARI-HIND CIGARETTES.

THESE CIGARETTES, which are made of blends of pure TURKISH TOBACCO and RICE

PAPER, are now offered at the following Reduced Prices:—

BUYERS OF QUANTITIES SHOULD TAKE ADVANTAGE OF THIS OPPORTUNITY.

10,000 @ 55 Cents	per 100 Cigarettes packed in Handsome Crystallized Boxes.
5,000 @ 60 "	" " " " " "
1,000 @ 65 "	" " " " " "
100 @ 70 "	" " " " " "

SUPERIOR QUALITY.

10,000 @ 65 Cents	per 100 Cigarettes packed in Handsome Crystallized Boxes.
5,000 @ 70 "	" " " " " "
1,000 @ 75 "	" " " " " "
100 @ 80 "	" " " " " "

TO STOREKEEPERS USUAL DISCOUNT ALLOWED ON THE ABOVE PRICES.

S. MEYERS,

MANAGER.

Hongkong, 15th May, 1883. [28]

Intimations.

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAIR & SONS'

MERCHANT NAVY

NAVY BOILED

LONG FLAX

CROWN

ARNOLD, KARBURG & Co.

Hongkong, 15th June, 1881. [458]

F. BLACKHEAD & CO.

SHIPCHANDLERS, STORE-KEEPERS

AND

GENERAL COMMISSION AGENTS,

PRAYA CENTRAL.

HAVE RECEIVED EX LATEST ARRIVALS.

AMERICAN CAST STEEL SHOVELS, PICKS.

AXES. HATCHETS.

ENGINEERS' & HOUSEHOLD HAMMERS.

PATENT BIT-BRACES.

AUGER-BITS.

D R I L L S.

GIMBLETS.

SQUARES.

PATENT BRASS PADLOCKS & CHEST LOCKS.

MRS. POTT'S PATENT SADIRONS.

COOKING STOVES.

FAIRBANK'S SCALES.

FORCE PUMPS FOR SHIPS' USE.

DRILLING MACHINES.

BREAST DRILLS, AUTOM. BORING TOOLS.

ANVILS, VICES, AND DRILLS COMBINED.

ANVILS.

VICES.

HITCHCOCK'S PATENT LAMPS.

GLASS CUTTERS.

SCROLL SAWS.

FAMILY GRINDSTONES.

BLACKSMITHS' BELLOWS.

&c., &c., &c.

BEST WHITWORTH'S STOCK AND DIES.

SCREW WRENCHES.

PLANE IRONS.

CHISELS.

HAMMERS.

PINCERS.

NIPPERS.

DIVIDERS.

RULES.

Post Office:

100

Papers, per 2 oz. 2 Cents
Newspapers & Prices Current, each 3 Cents
Registration, per 100 lbs. 25 Cents
Commercial papers, signed by hand, or
though written by hand, do not bear the charac-
ter of an actual or personal correspondence, either
as invoices, deeds, copied music, &c. The charge
is the same as for Books, but all packets of more
than 4 oz. weight are charged 5 Cents.

**LETTERS FROM THE UNITED STATES BY SAILING
VESSELS TO SHIP.**
When it is desired to forward Letters to the
United States, by a sailing ship, which is not de-
fined as carrying a mail, it is only necessary to
post the letters in the ordinary way, marked
with the name of the ship, and prepaid to cent
per half ounce as usual. The Post Office there
undertakes the duty of forwarding them, at the
expense of the sender, by the correspondence. It is
requested that the letters be posted if possible at
least one day before the date fixed for sailing.

By Mails.

Persons who send Masters of Tea through the Post in China are requested to have them made flat or square instead of round, as it is impossible to pack round tins securely in the mail bags. It is believed that the tea will travel more safely in flat tins, which are not so liable as round ones to be bulged in. A tin 3 by 11 inches is supposed to be a good size. The tins should not have sharp corners.

For the use of the Officers, viz. — Colonels, General Staff, and all Companies.

Advertisement.

THE **WINDMILL** BELONGING TO **ROBERT FALCONER SMITH**, of the **Warren's Battery**, in the **City of London**, **England**, May 15, 1870.